

Vauxhall Corsa VXR Clubsport

By Jim Mc Cauley

If the Corsa VXR fails to fuel your adrenalin, then the VXR Clubsport will certainly deliver. It takes the 192 PS output of the standard VXR's 4-cylinder 1.6 litre turbo unit to over 200 PS and adds the necessary accessories to make it sound good and keep it safely on the tarmac. These include a Remus sports exhaust, a Drexler multi-plate limited-slip differential to help tame the power

application and 4-piston Brembo brakes to increase stopping power.

Externally, the Clubsport comes with 18-inch gloss black alloy wheels with 225/35 Bridgestone Potenza tyres and dedicated front spoiler and rear diffuser. Inside there are high back Recaro sports seats, flat bottomed leather trimmed steering wheel and metal faced pedals.

Fire up, and as the revs increase the exhaust note improves, but it is not long before you realise the vigilance required for the steering. Despite the mechanical limited slip differential,

200 HP to the front wheels still requires a sharp response and with a firm and lowered suspension uneven surfaces can also easily disrupt the intended line. It is a car that requires concentration and a short learning period to come to terms with its 'track day' biased handling. But staying on top of it is part of the challenge and enjoyment of the car which can rocket from rest to 60 mph in around 6 seconds with the ability to exceed the maximum speed limit by over twice what it is restricted to on motorways.

The high back Recaro seats hold you snugly in position and while front cabin room is very good, the larger seats bite into the leg room of the three rear seat passengers who unfortunately have no grab handles for cornering security or to help ease entry and exit.

Instrumentation is standard twin main dials with subsidiary fuel and water temperature readouts while the passenger airbag can be quickly switched on or off on a dash switch within 15 seconds of starting.

With satellite navigation fitted to the car, the infotainment touch screen is too low for safe reading on the move and would benefit from higher positioning. Heavy doors would also benefit from a more secure holding stay as they tend not to hold fast in the opening position.



But these are details that will not be priorities for those who buy this top-end Corsa as its true appeal is in its performance, offering on-road pace as well as being a tempting candidate for track day experiences.



Nor is this a thirsty car given its revving enthusiasm with a week's extended driving returning 35.3 mpg against the manufacturer's combined figure of 37.2 – an excellent real world return of 94% of the official figure.

Cabin is neat and fairly well finished, but short on the quality of the more recent Vauxhall models. However, equipment levels are all you could hope for with electronic stability control, six airbags, cruise control and climate control all standard. The test vehicle also came with satellite navigation.

The ultimate Corsa is priced at £22,400 and is in insurance group 34D. With a CO2 emissions of 178 gms/km it is in Band I for annual road tax of £225 and the model also qualifies for Vauxhall's lifetime 100,000 mile warranty.